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Foreign Miscellany.

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THE ARCHIMEDES STEAMER.

Although it is quite out of our power to notice all the transient inventions relating to steam-vessels, we feel called upon, from the extent and importance of the improvements supposed to have been introduced on board the Archimedes—a steamer belonging to a private company—to say what we think not only of her performance, but to drop a word or two on the principle of this method of propulsion, without, however, going into the history of the matter, but confining ourselves to the facts before us.

It is, no doubt, well known to most of our readers that the Archimedes is propelled by means of a screw, inserted in a hole made in the dead-wood near the stern-post, and it lies entirely under the surface of the water. The axis, which is horizontal, is about four feet long, while the screw is about five feet in diameter. When we first saw the experiments at Spithead, the screw consisted of a single thread, and consisted of one complete turn; but in the recent trials on the Thames we were given to understand that there were now two half threads, which did not add to the amount of surface, though it diminished the length of the axis. It is difficult, if not impossible, to give a full notion of this change without a drawing. We may say, however, that it consists in cutting the screw into two parts, and sliding one of them along the axis till it comes abreast of the other—so that there is still only one whole turn of the screw made by one revolution of the axis. The reason of this change, we believe, was, that when the screw consisted of only one thread, it was what is called lob-sided, and not only worked with an irregular and jerking motion, as it struck the water with unequal impulses, but, by reason of the centrifugal force, the axle was speedily worn on one side at the bearings.

We may further mention, that the motion of the long axle, or shaft, upon which the screw is fixed, is communicated to it by the steam-engine by means of a system of gearing—that is, a succession of wheels so arranged as to multiply the reciprocating movement of the piston about five times and a third—and, if the engine were to make twenty strokes in a minute, the screw would revolve a little more than one hundred and six times and a half in the same interval. It is further understood that the velocity of the vessel through the water depends upon the degree of rapidity with which the screw can be turned round in a given time. The Archimedes is, we think, about 150 tons; she is an extremely handsome vessel, and being divested of the hideous paddle-boxes, would never be taken for a steamer were it not for her funnel. When first we saw her exhibit in Portsmouth harbor, on the day of the launch of the Queen, we yielded her, as we believe everybody else did, our unqualified admiration; and afterwards, when we formed part of a company on board her, during some very interesting trials made at Spithead, we felt strongly inclined to think well of the whole scheme; but subsequent observation and reflection have greatly abated our respect for it.

Like other people, we were much taken with the apparent simplicity of the arrangement, and especially with the great advantage of getting rid of the cumbersome, unsightly, expensive, and hurtful paddle-boxes: we call them hurtful, chiefly because they hold so great a quantity of wind, and thus increase the resistance to the ship's progress. The removal of the apparatus, which acts against the water, out of reach of shot, seemed also, at first sight, a great point

gained—and there is no denying that it is so. Subsequent consideration, however, has satisfied us that this is not of so much consequence as we had supposed it to be—for, in fact, all the other parts of the machinery of a steam-vessel are as important as the paddle-wheel, and many of them are as liable to injury by shot, while some of them are much more sensitive to injury than the paddle-wheels are. Now, it is clear that, as long as any such parts of the engine remain unprotected, as entirely as they are in the Archimedes, it is really of no very great moment to have the paddle-wheels placed out of reach of shot. It is one point gained, no doubt—but not such a point as at first it might be supposed. The liability to injury from collisions or other lateral concussions, or rubbing sides with wharfs, however, is clearly less in the Archimedes than in an ordinary steam-vessel—and, for the same reason, she takes up much less room in threading her way amongst other ships in such a crowded river, for instance, as the Thames. There is also a very considerable advantage in a war-steamer in getting rid of the present paddle-boxes, which interfere with, or rather absolutely take away the power of, fighting-guns along the gangway. It is, indeed, probable that it will always be found the most advantageous way of using guns on board a steamer, to fire them either from the bow or the stern, and to have them in small number, but of the very largest calibre which the size of the vessel will carry with safety to herself.

The most serious objection we have to the Archimedes is the application of the motive-action—we mean the principle of the method by which the moving power is made to exert itself against the water, which is at rest, and thus to propel the vessel. In rowing a small boat with a long oar, if a short stroke is made the action is very nearly direct—that is, the force is exerted in the line of the keel, and therefore the whole of the rower's power, or nearly the whole, is employed in impelling the boat in the course he wishes her to go, which, from the nature of her construction, is also the easiest in which she can be moved. In sculling a boat, however, which is done by placing an oar over the stern, and moving it laterally, like a fish's tail, a considerable portion of the sculler's strength is expended to no purpose, as it does not tend in the least to force the boat a-head. The oblique action of the scull, or any possible modification of it, may, in this view, be always resolved into two—one which merely moves the boat's stern from side to side, the other which urges her straight on. There is no getting rid of this difficulty—or rather, we should say, disadvantage—which is essentially inherent in this method of propulsion, however varied or concealed. The Chinese, indeed, endeavor to overcome it, in practice, by multiplying the number of oars employed in sculling; and we have seen six or eight huge sweeps, not only over the stern, but along the quarters of very large vessels, each sweep or long oar being moved by four or five men, and all keeping time to the sound of music. But this is a mere device to accomplish, by accumulated force, what, in the case of oars-proper, is done by direct action. It is adopted by the Chinese in the river at Canton, solely from its being so crowded with boats that the passage is extremely small, and vessels of any magnitude could not get through by any other means.

Now, we look upon the ordinary paddle-wheel, supposing it to be of large diameter, as resembling in its action in the water, more or less, that of an oar, and the screw of the Archimedes that of the scull. It is only by resolving the force which the screw exerts against the water into two, and employing only one of these to the direct impulse, that any thing can, by

possibility, be gained. There is, no doubt, a continuous direct action produced in the vessel by means of this device; but no subterfuge of machinery can prevent, though it may partially hide, the lateral and useless action which, by the nature of the impulse, or, to speak more correctly, the oblique direction of the impulse, must inevitably come into play at the same time, to the great waste of the power employed.

As it is impossible to eliminate this indirect and useless action, so as to leave only the direct action free to move the vessel ahead, it can be overcome only by the Chinese principle of expending more force to produce more motion in the propelling part of the machinery—and thence it seems quite demonstrable that, with a given power of steam, on board a vessel of given dimensions, a considerable portion of its force must always be wastefully expended by using a screw, or any other variety of the scull, instead of the more direct action even of the ordinary paddle-wheel, without speaking of the greatly-improved paddle-wheel of Mr. Morgan, or that which is still untried, of Mr. Grant, but which, we think, promises far better than any we have yet seen or heard of.

As the above proposition includes the very marrow of the whole question, it may be useful to put it into other words. If it be required to give to a particular vessel a certain degree of velocity through the water, a more powerful engine—of course taking up more room, and weighing more, and expending more coals, and costing more money originally—must be employed to give the same degree of effective action to any description of oblique propeller (such as the screw) than if a direct, or comparatively direct, device, such as that of the ordinary paddle-wheel, is used.

In the case of the screw, as on board the *Archimedes*, this point is accomplished, or is sought to be so, by giving great velocity to a small apparatus fixed on the dead-wood of the vessel. What might be the effect of giving a smaller motion to a larger apparatus, we are not engineers enough to say; but in the case of the *Archimedes* an immense velocity seems to be required. The engine, the other day in the experiments on the river, made only twenty-two strokes in a minute, and as the motion was multiplied five times and one-third, the screw made 117 revolutions in that time. The velocity through the water of the vessel was eight knots, or little more than nine statute miles and three-tenths. This is no great going for a steam-vessel of her dimensions, furnished with two engines of forty-five horse-power each. These engines, we understand, ought to have made, and were calculated to make, thirty strokes in a minute, in which case the screw would have made about 160 revolutions. What the effect of this increased rapidity of the screw's revolutions might have been on the velocity of the *Archimedes*, we have not the means of saying; but this is clear, that it would have required a more powerful exertion of steam to have accomplished that number of revolutions—and, consequently, a greater expense of fuel, loss of room, and a great addition of weight on board the ship.

So far as mere velocity is concerned, it would be an interesting, and, no doubt, instructive experiment, with a view to trying this question, were the *Archimedes*, as she stands, to be fitted with paddle-wheels, and the same engine made to work with the same elasticity of steam, and every other circumstance alike, excepting only the substitution of paddle-wheels for the present screw.

The essential—because, as we have repeatedly said, irremediable—evil of the oblique principle of action, is no doubt the chief objection to the *Archimedes*; but there are others in her present arrangement which may, perhaps, be capable of amelioration. One of these is the great amount of gearing—that is to say, the number of wheels and pinions by which the simple, reciprocating motion of the steam-engine is converted into the rotatory, and much more rapid motion, indispensable to the effective operation of this method of applying the powers. This is attended with three

objections—the first and chief of which is, the immense quantity of friction, whereby a considerable portion of the power must be utterly lost. We have heard it stated that this gearing might be partially dispensed with, and the requisite velocity obtained without this wasteful expenditure of force in overcoming the present friction; but we have not heard any competent authority say how the point is to be accomplished. The second objection to the gearing on board the *Archimedes* is the excessively disagreeable noise it makes—enough, we should fear, to drive both crew and passengers distracted, if it were continued for any great length of time. The third is the tremulous motion it produces—though, perhaps, it may be said that this is caused by the action of the screw on the water, or by the length of the shaft, or by the peculiar manner in which the machinery is constructed and put together. We are by no means sufficiently versed in such matters to say how far the evil complained of might be remedied by mechanical changes in the machinery; all we say is, that the motion and noise are very unpleasant on board the *Archimedes*, and more so than in most steam-vessels fitted in the usual way.

We, at least, have had no experience of what the *Archimedes* would do in a sea-way, though we hear it reported favorably of. Eight, or eight and a quarter knots was her utmost speed, on the day we were on board, which was nearly her utmost rate of going at Spithead before the screw was changed from the single to the double thread. We should mention, however, that during the late experiment on the Thames there was a manifest deficiency of steam, though the fires were apparently urged to their utmost heat. Probably the boilers were too small, or they may have leaked; but certainly the engine lacked steam, and worked like an overloaded post-horse, which, in spite of whip and spur, cannot get along at the speed required by the impatient travellers!

It has been suggested, and we think with great appearance of reason, that the angle at which the screw is cut, with reference to the axis, would require to be different for every different velocity of the vessel; for if it be not, then only a part of the screw will be effective in propelling her, while the other parts will be dragged through the water. If this objection be a sound one, we should consider it fatal to the principle of the screw as a means of propelling steam-vessels.

The absence of the usual steam-gauge attached to the boilers was a circumstance which we could hear no good explanation of the other day. We may here remark, generally, that it would be far better, and wiser every way, for the parties interested in such projects, to experiment fully, and repeatedly, alone, before inviting the scrutiny of well-informed, practical engineers, or even of such partially-informed amateurs as ourselves, who are apt to form opinions from what they actually observe, without having the power of making the proper allowances. Error is thus often propagated, and prejudice confirmed, when, by a more judicious course of proceeding, stamped by successful results, skill and knowledge would have their just reward, and the cause of true science be advanced, instead of being retarded.

To prevent our being misunderstood, it may be proper to recapitulate what we have said, by remarking that the advantages to be obtained by the adoption of the screw over that of the paddle-wheel are few—principally that of doing away with the paddle-wheel boxes. The screw may, perhaps, be advantageously used as an "assistant" in vessels, essentially adapted for sailing, but not in regular steam-boats. In rivers it may be used successfully where space for navigating is an object, but then it must always be at an increased cost, not only as regards the apparatus, but also the fuel.

The disadvantages are numerous: the principle of the screw as the means of propelling vessels is radically wrong; oblique action must always be inferior to the direct action obtained from the float-board; the

friction caused by the necessary apparatus used for the transmission of the power is enormous, and the expense of machinery for wear and tear increases in the same ratio as the friction. There is, comparatively speaking, a great complication of machinery required to work the screw, which the common wheel requires not—for the power is now given out to the ordinary paddle wheel almost without the intervention of a single bearing. The use of "gears" on board sea-going steam-vessels, especially, is to be avoided as much as possible; as, from the violent shocks that such vessels are continually subject to, the wheels are liable to be stripped of their cogs; besides which, the bearings required for the protection and the proper working of the shafts, &c., are very many, and from the great velocity that the screw is required to travel at to obtain the requisite speed, these bearings, without the greatest attention, will be continually out of order.

Since witnessing the trial above described on board the *Archimedes* we have been present at some experiments made with revolving arms, to the extremities of which were attached vanes or wings, inclined at an angle, and intended to answer the same purpose as the screw in propelling steam-boats. But we need scarcely say that the principle of these propellers is identical with that of the screw, which, as we before observed, is nothing more than the vicious one of the scull. The experiments in question were made with models of small dimensions, on a trough of water some twenty or thirty feet long, and had for their object to show chiefly the advantage of these revolving arms over the screw, but were also intended to show the superiority of both over the ordinary paddle-wheel now in use. The results, however, did not, in our opinion, lead to any such conclusion.

We now turn with great pleasure to an invention of the highest promise, which, when brought into play, which we trust it will be very soon, must accomplish a great desideratum in steam navigation.

The invention alluded to, though not yet made public, is by Mr. Hall, the ingenious deviser of the condenser which goes by his name. By a contrivance of the utmost simplicity, all the float-boards of both paddle-wheels of a steam-boat, or either of them, can, at any time, and in any weather, be "reefed" in a few minutes; or, in other words, the diameter of the paddle-wheels be reduced from their extreme size to any other diameter. The advantages which will follow this contrivance are well known to all persons who have attended personally to steam navigation; but a few words on this point will perhaps not be unacceptable to those who may not have had opportunities of studying the subject afloat under varied circumstances.

Every one can understand that, when a steam-vessel is loaded with a heavy cargo, or has a full supply of coals on board, the paddle-wheels will be sunk to an inconvenient depth in the water, and that, in order to enable them to work with advantage, the float boards, require to be unscrewed, and shifted nearer to the centre of the paddle-wheel—an operation of some trouble, and often requiring much time. This adjustment may, of course, be made at the beginning of a voyage, according to the draught of water, but it may become fully as necessary to shift the paddle-boards during the voyage, either farther out or farther in. If the vessel, for instance, by the expenditure of her coals, becomes lighter, the float-boards should be moved out; or, if a gale comes on a-head, they have to be moved in; which operations, if they have to be done in bad weather, are both tedious and difficult. So that any invention which shall give the power of shifting the float-boards easily and quickly must be of great practical utility, especially on long voyages.

It is well known to those who have attended to the subject that no steam-vessel can be said to work to the full extent of her power unless her engines make

a given number of strokes in a given time—say in a minute; the elasticity of the steam being supposed to continue uniformly of a certain determinate strength. Now, occasions constantly arise when, in consequence of the paddle-wheels being too deeply immersed, or that the sea is high, the float-boards are made to impinge on the surface at such an unfavorable angle, and again on leaving it, that a considerable portion of the power is lost in the production of what is called back-water. The consequence is, that the paddle-wheel is virtually so overloaded, that the steam, though generated of the proper degree of elasticity, is not adequate to turn them round the required number of times. When this happens, as the engine does not make the number of strokes per minute which it ought to do when working at its maximum speed, one of two things must happen, either steam must be blown off and power wasted, or the fires must be lowered in order that no more steam may be generated than the engine, at its reduced number of strokes, can consume. In consequence of this state of things it happens not unfrequently that vessels whose paddles are too deeply immersed, though carrying a high nominal power, are obliged to work with a power really much inferior.

Mr. Hall, the patentee of this invention, is of opinion "that if the British Queen, for instance, with an engine of 500-horse power, were to start from the River so deeply laden as to bring the float-boards of her paddle-wheels too low in the water, by six or eight feet, and were to meet with a hard gale and a high sea, such as to resist the rotatory action of the paddle-wheels to the extent of one-half, or, in other words, to reduce the number of strokes of her engine from 20 to 10, she might, to all practical purpose, be called, for the time being, a steam-vessel of only 250-horse power, instead of 500! Things being in this predicament," he conceives "that if the ship in question had the power of contracting the diameter of her paddle-wheels, and so to lessen their tendency to produce back-water to such a degree that they should make 20, instead of 10, revolutions in a minute, with the elasticity of steam, then," as we understand the matter, "the engines would be doing their duty, and the vessel become again strictly one of 500-horse power. In the first case, that is, when the paddle-wheels were so much immersed in the water as to make only ten revolutions in a minute, it is clear that no more than ten cylinders-full of steam, of a given elasticity, are expended in a minute in propelling the ship; whereas, in the case of the reefed paddle-wheel, twenty cylinders-full of steam, of the same elasticity, are employed in the same interval of time in propelling her; provided, at the same time that this additional velocity is obtained, that there be enough surface of paddle left in the water to resist the elastic force of the steam, and to cause the proper reaction."

We do not quite go this length; but we are sure that the difficulty and loss of time of reefing the paddles has hitherto been so great (at times it is impossible,) that vessels have often put back from not being able to employ, to the most efficient purpose, the power which the ship actually possesses on board, but which, from defective arrangements in this particular, they have been obliged to relinquish.

Mr. Hall's contrivance, by giving the complete and ready command over this important adjustment, at all times and seasons, will, we conceive, effect a great improvement in the practice of steam navigation, especially in boisterous weather. In war-steamers, and in all others which make long voyages, it may often be highly useful to have the power of working with the sails alone, and as this can be done effectually only by removing the float-boards, Mr. Hall's invention will then come into play. In a short time the principle of this valuable invention will be generally known, when we are confident it will gain the admiration of every one who knows how to value the highest order of ingenuity, applied in the simplest, most

efficient, and economical form, to correct a serious practical inconvenience.

Since the above was written, we have heard it stated that a mathematician of the highest authority has given an opinion in favor of the screw principle as applied to steam-vessels. We can only observe on this, that we are very far from considering our opinion as infallible; and, in fact, our main object in this paper is to excite other persons, more competent, both by theoretical and by practical information, to favor the world with their ideas upon a very interesting branch of one of the most important topics which at present engages public attention.

P. S. 14th Dec. 1939.—The above article, which was prepared for the United Service Journal of December, could not be inserted for want of room. The delay, however, is of little consequence, and it enables us to add a few particulars relating to this interesting experiment, which have occurred since the first part of this article was written.

It appears that the Archimedes started last month for Holland, in what particular view we have not heard, but we suppose to experiment on the canals or inland seas of that amphibious country. But they had not proceeded far, before something or other having gone wrong about the feed-pump, the plunger collapsed, and, instead of supplying the boilers with water, threw it plentifully about the engine-room. Of course, the engine was stopped, and the vessel anchored at Gravesend. The pump was then disconnected, and it was hoped that a bilge-pump might supply its place; but in the end it was taken on shore, and the collapsed part filled up with hard solder and cleaned off. At eight next morning they again started against a strong easterly wind, but proceeded uncommonly well till they reached Sea Reach, when the crank and shaft of the foremost engine broke, and the piston, being then perfectly its own master, flew up and down in very superior style, and soon broke the cylinder cover, upon which the steam rushed out, and drove the engineer and stokers upon deck. Mr. Smith, the ingenious contriver of the screw apparatus, was also in the engine-room, but, not being able to get round to throw the engine out of gear, pulled up the valve and let it die a natural death! The reports caused by the banging about of the piston, and other uncontrolled parts of the machinery, were as loud as those of a small cannon, and the confusion which naturally ensued, very great, till the activity and presence of mind of Mr. Smith and the officers put things to rights. We have no means of ascertaining where the fault lies in this matter—though we have heard that the cranks and shaft are of cast iron. This, we imagine, must be a mistake; but it is quite clear that there is a defect, or defects, somewhere. Either the engine is overworked, or it is unfit for its work. If it be not capable of giving the proper number of revolutions to the screw without overstraining its parts, it ought to give place to another which would have greater strength, and possess greater powers in other respects. In some way or other, however, we trust that the experiment will have a fair trial—though we frankly repeat that we have little or no hopes of its succeeding. The immense velocity required to render the screw effective, implies, we fear, such a degree of friction as can never be overcome without such an increase of power as implies many heavy additional expenses, not only in the shape of money, but in that of room.

MILITARY OCCUPATION OF MINORCA.—Lord Londonderry, last night, inquired whether ministers had any information respecting the military occupation of Minorca by France or of the establishment there of naval and military hospitals? Lord Melbourne, as usual, could give no information on the subject, except that he understood, they were possessed of some island

off Minorca, which was principally used as a depot for coals. To further questions, Lord Clarendon replied, that the island had been occupied about four or five years ago. It had been made over to America, and thence had passed to France; the Spanish authorities were satisfied with the sureties which had been given. Lord Ripon wished the papers to be produced. Lord Clarendon said, they were partly confidential, but they had passed through his hands, and he could assure his noble friend they were perfectly satisfactory. Lord Lyndhurst said, they had better be produced, and then their lordships could judge for themselves whether they were satisfactory or not. On Monday, Lord Colchester means to move for all papers connected with the subject.—*London paper.*

PRESENT COMPLEMENTS OF H. M. SHIPS.—The following is a list of the present complements of the men and boys for different classes of her Majesty's ships:

	Crew.	Boys.		Crew.	Boys.
Caledonia,	820	65	Pique	305	39
Queen	785	66	Carysfort	205	33
Princess Charlotte	725	66	Andromache	165	33
Rodney	695	60	Curacoa	210	33
Asia and Vanguard	645	60	Calypso, 20 (new)	185	33
Revenge, 76,	590	53	Dido and Daphne	160	33
Edinburgh, 72,	540	53	Modeste and Rover	125	24
Boscawen, 70,	570	53	Pearl and Tweed	130	24
Barham and Vernon	445	47	Harrier	120	24
Portland & President	395	47	Columbine	115	24
Madagascar, 44,	290	39	Algerine, 10,	60	10
Thalia, 42,	280	39	Brisk	55	10
Belvidera, 38,	265	39			

SPOT OF CAPTAIN COOK'S DEATH.—The rock is somewhat insulated, and at high tide the water breaks over its summit. It is said to be, at present, not one-fourth its original size, as almost every visiter, for a number of years, has been in the habit of carrying away a fragment of it as a relic. A French man of war, which was lately here, is said to have taken off about a ton of it; and some Spaniards who visited the island several years since, not only took specimens of the rock, but the whole ship's company knelt upon it, and offered up a prayer for the repose of the hero's soul.—*Townsend's Sporting Excursions in the Rocky Mountains.*

THE FRENCH FLEET AT TOULON.—The *Toulonnais*, of the 2nd Feb. announces, that Vice-Admiral Rosamel hoisted his flag on the 1st on board the Ocean ship of the line. The roads presented then a most animated aspect. Eight sail of the line were lying at anchor there—viz, the Ocean, Suffren, Marengo, Triton, Alger, Neptune, Hercule, and Genereux; three frigates, la Belle Poule, l'Amazone, and Junon; two corvettes, the Favorite and Egérie; two brigs, la Comete and la Flèche; six steamers, the Brasier, Grondeur, Phaeton, Ramier, Papin, and Styx; one schooner, la Légère; the cutter le Furet, and the xebec Chamois. The armament and repairing of vessels of war were prosecuted with the utmost activity. A telegraphic despatch had enjoined the naval authorities to inspect the ships lying in ordinary, and see which of them were in a condition for sea. The Couronne and Nestor had been accordingly inspected by a committee of naval officers, and pronounced to be sea-proof. The armament of the Souverain, Scipion, and Ville de Marseille was nearly completed.

NEW YORK SEAMEN'S SAVINGS BANK.—There was received at this Bank in 1839, from 1038 depositors, \$115,187 60. Paid to 1022 drafts, \$115,252 33. The assets of the Institution on the 1st of January last, were as follows: New York State stocks, \$27,394 05; bonds and mortgages, \$84,957 03; Treasury notes, \$14,000; cash on hand, \$16,440 80. Total, \$142,791 88. Interest at the rate of 5 per cent. per annum was allowed to depositors for the first half of the year, and at the rate of 6 per cent. for the last half.—*Express.*

MISCELLANY.*From the Greenville, S. C., Mountaineer.*

REVOLUTIONARY REMINISCENCE.—We have recently seen in the papers a new account of Arnold's treason, and desertion of the American army, which brought to our mind some incidents connected with that affair, which we do not recollect to have seen in print. We obtained the information, some years since, from Captain Isaac Newton, a sterling patriot and devoted christian, who has gone to that "bourne from whence no traveller returns."

Captain Newton was in command of a company at West Point at the time Arnold deserted, and consequently well acquainted with all the particulars of that traitor's management. Capt. N. said that he, and he believed every man in camp, was totally ignorant of Arnold's treachery, until the morning after he quit West Point. The evening that Arnold left the army, he was aware that Washington would be there that night. He had many of the troops scattered about the country, some cutting wood, and others at other occupations. The whole camp was in such a condition as to be easily surprised; and he knew, when the Commander-in-chief came upon the ground, that he would at once detect his designs. About the middle of the afternoon of that day, a messenger came in, post haste, with a note for Arnold, which he opened and read. It was from Major Andre, who had been taken by the cow-drivers, in which was given a statement of his situation, and a request that the General would send him a passport, but Arnold was so thunderstruck—not knowing what the prisoner's disclosures had been, or his real situation—that he could not take time to write the pass, which act sealed Andre's fate. As soon as Arnold read the note, he called a servant and ordered his horse. The servant asked "which horse will your Excellency have?" "D—n you, bring *any* horse!" was the reply. The horse was soon brought, he mounted, galloped down to the river to where a boat was lying, pulled off the saddle, and threw it in the bottom of the boat, hoisted his pocket handkerchief upon his sword as a flag of truce, landed on the opposite shore, again mounted his horse, and was soon out of sight. At that time there was not a man in the camp who even suspected any treachery in their commander. Capt. Newton remarked that the army reposed as quietly during that eventful night, as if each man had been at home, with scarcely a sentinel upon the ground, and the arms in such bad condition that not one gun in ten could have been got off without using a fire-brand.

In the course of the night, Gen. Washington arrived. In the morning he was up by the time it was light, and appeared to be greatly distressed upon witnessing the situation of affairs in the camp. He saw at once that something was wrong, but could not discover what it was. About sunrise breakfast was ready, and the field officers repaired to the General's quarters (a one-story log house) for their morning repast. Capt. N. said the house was very much crowded, but he got in amongst the rest, the curiosity of all being great to get a view of Gen. Washington; "and any officer who wore a sword was permitted to pass in." Capt. N. said that he found the General (the first time he had ever seen him) seated at the head of the table, drinking coffee from a *wooden* cup and saucer. He sipped his coffee, but ate nothing—and soon afterwards commenced drumming upon his plate with a fork, and appeared to be absorbed in deep thought. Some one asked if "his Excellency was ill, that he could not eat?" He perceived that his presence disturbed his brother officers, when he arose from the table and passed into the garden at the end of the house, where he commenced walking backwards and forwards at a quick pace. He had been there but a few moments before he saw a horseman coming up the river at full speed. The General stepped to the fence as the horseman rode, and asked him if he had

any thing for him. The rider said he had a despatch for Gen. Washington. "I am he," replied the General, and took the note. He opened it, and found it was from Arnold, who stated that he was on board a man-of-war in "Haverstraw Bay." Arnold begged that the Commander-in-chief would treat his wife kindly, for she was innocent of participating in his acts, "as the angels in heaven." After reading the note, the General put it in his pocket, went into the house, and with a cheerful countenance communicated the contents to the officers present, sat down and ate a hearty breakfast. "Now," says the General, "we are acquainted with our true situation." After breakfast, the troops were paraded upon the bank of the river—the General and suite mounted their horses, the column opened to the right and left, and the Commander-in-chief passed slowly through. When he arrived at the lower end of the column, he wheeled his horse, made a low bow, turned his horse again, and started off at a sweeping gallop. "That," said Capt. N., "was the first and last time that I ever saw Gen. Washington."

Capt. N. remarked that they came very near getting hold of Arnold a few weeks after his desertion. A sergeant in the army at West Point volunteered his services for the hazardous enterprise. He proceeded to the British camp, represented himself as a deserter from the American army, and was employed by Arnold as a servant. The plan was all completed and the day set, but the traitor moved his quarters, and thus accidentally eluded the trap which was so gallantly and ingeniously prepared for him.

The above may be relied upon as being correct, although written in great haste, and in a plain, unvarnished style. There are many other incidents connected with those times, which we recollect to have heard Capt. Newton relate, but we have not now time to recount them.

COURT OF NATIONS.—The suggestion has oftentimes been made by the humane and the enlightened, that there is a better mode of settling the disputes of nations than by the sword. All must acknowledge the uncertain and inadequate remedy afforded by an appeal to arms. How often do nations go to war for the recovery of what has been unjustly taken, and by the issue of the strife, lose what they contended for, and a great deal more to boot. The cost of war is enormous, and if the winner in the game has to pay his own expenses, the prize is seldom worth the expense of its attainment. Hostilities commenced from motives of retaliation, very generally end in the infliction of injuries tenfold greater than those sought to be revenged. Of all remedies, however, it is the worst for settling controverted claims. The issues of battles can never be, except by chance, the decisions of equity and justice. Our barbarous ancestors are frequently ridiculed for the practice of judiciary duels, deciding civil suits by wager of battle. Have not the civilized nations of modern times laid themselves under a like imputation of weakness and folly, by appealing to the God of battles for the trial of controversies, under the vague apprehension of hope that Heaven would give the victory to the side which had the right? We are glad to see that notions more correct and humane are beginning to gain ground on this subject. Mankind have had their eyes opened to the havoc and insanity of war, and one of the most encouraging signs of the times is, the formation of associations to put a stop to this scourge of the nations.

We notice that not long since two petitions were presented by Mr. Clay to the U. S. Senate, the one from Massachusetts, the other from Pennsylvania, praying that a movement should be made by the Government of the United States, with a view to the establishment of a Congress of Nations for the adjustment of international questions and difficulties. The petitions came from societies formed to promote this

pacific and great object. There is much force and plausibility in the suggestion. The plan of establishing a grand court, where nations might implead each other, presents certainly a prospect of adjudicating upon international controversies in a manner at once equitable, peaceable, and satisfactory to all parties. The judges of so august a tribunal would be exalted above all suspicion of partiality and corruption. Their adjudications would carry with them the highest authority, as well from the exalted character of the court, as from the power with which it would be invested, for the execution of its mandates. Should the judgments of the tribunal be resisted by any refractory nation, the whole world would rise up in arms to enforce them. For every nation that agrees to the establishment of the tribunal must do so, under the obligation of sustaining its decisions, and carrying its executions into effect. The more the scheme is contemplated the more eligible and feasible does it appear. The accomplishment of the plan, we are persuaded, would be attended with results the most salutary. That it will soon be consummated, no doubt can be entertained; and the petitions presented by Mr. Clay to the U. S. Senate, may be hailed as the first movement towards the grand result—the harbinger of the day predicted by the prophet, when “swords shall be beat into plough-shares, and spears into pruning-hooks, and wars shall cease to the end of the earth.”

—*New Orleans Commercial Bulletin.*

OUR FRONTIER.—The exposed condition of our frontier settlements on the west, has attracted the notice of the legislature of the State. No little apprehension has for some time been felt for the safety of the parishes near the Texian boundary. The adjacent wilderness is occupied by turbulent tribes, smarting from the infliction of fancied wrongs, and thirsting for revenge against the white man, who has driven them from their homes east of the Mississippi into the wilderness and wild exile. At present the frontier of Louisiana is in a defenceless state. Along its whole extent there is not a garrison capable of opposing the march of a thousand savages. In a case of invasion, the only reliance of the settlers would be upon their own resources. The militia of the country are, no doubt, capable of defending themselves, if properly organized and prepared for hostilities. But the onsets of Indians are always sudden. Their plan of warfare is to take the enemy by surprise, and after spreading havoc and massacre through the settlement, to fly, and make their escape before the inhabitants have an opportunity to assemble a sufficient force to pursue them. On that account a regular garrison is needed, which can furnish troops ready for sudden emergencies. The process for assembling militia is slow and difficult. It takes time to complete their organization; and in the meanwhile the enemy may do all the mischief and fly beyond reach. For this reason, and others that might be mentioned, the establishment of a strong military post on Red river, in the vicinity of Alexandria, becomes a matter of no small importance.

The settlement is extensive, and thickly populated, comprising some of the richest and best improved lands in the State. It is painful to think what devastation and carnage an army of savages, let loose in those settlements, might commit in the space of a very few days. Some adequate arrangement for their protection should no longer be delayed. We are gratified, therefore, at the recent movement in the legislature, admonishing the General Government of their duty. Two resolutions have been introduced on the subject by Mr. Billis, representing that the north-western frontier of Louisiana is now, and has been for some years, left in a defenceless situation by the United States Government—that serious danger is to be apprehended to the citizens of that section of this State, from the powerful and discontented Indian tribes inhabiting the tract of country west and north-

west of the State of Arkansas, unless a strong and efficient military post shall be constantly stationed at the various military posts now established on Red river, and at others that should be established without delay—further representing that in the opinion of the Legislature the establishment of a fort in the Parish of Rapides, near Alexandria, was highly expedient for the defence and protection of the inhabitants—and instructing our representatives in Congress to use their exertions in obtaining from the Government of the United States the speedy erection of a military post in that vicinity. It is sincerely to be hoped that this expression of their views and wishes may lead the United States Executive to prompt and efficient measures for the safety and protection of our exposed frontier.—*N. Orleans Com. Bulletin, Feb. 26.*

From the Charleston Courier.

JURY DUTY VS. OFFICERS OF THE U. S. SERVICE.

MESSENGERS. EDITORS: By an article in the *Courier* of the 3d March, from the *Norfolk Beacon*, I perceive that, just as might have been anticipated, great misapprehension exists with regard to a late decision of our courts in the case of the *State vs. Ingraham*. It has not recently been decided in the Law Court of Appeals of South Carolina, that an officer of the Army or Navy of the United States is liable to serve on a jury in this State—except only when wholly relieved by furlough, for a long or indefinite period, from his obligations to the National Government, Citizens thus relieved, and residing at home permanently, may, if they choose, resume their local obligations in the particular community to which they are attached by birth, education, or long residence—and there is no valid reason why officers of either branch of the service, under such circumstances, should not be called on to redeem those obligations. No attempt has ever been made in this State by any of its law authorities to coerce the service to the State of officers of the United States, civil or military, when that service was in the least degree incompatible with their federal duties.

In the old case of the *State vs. Judge Johnson*, (of the U. S. Supreme Bench,) the whole question was discussed by our Appeal Court upon the broadest grounds, and the principle clearly maintained that no duty could ever be imposed by the State upon an officer of the United States while he was engaged in the discharge of his proper duties—and the old principle was there adverted to, that when a citizen finds himself assailed by conflicting obligations, by virtue of holding, for example, two distinct offices concurrently, he may elect which he will fulfil. Thus, an officer of the United States, residing at home during an indefinite period, may accept of a local office of trust and profit, as has sometimes been done, but upon being re-called into service, the duties of the two offices become incompatible, and one of them must be resigned.

No attempt has ever been made in this State, that I am aware of, to compel officers of the United States Army or Navy—while engaged upon any duty as such—to serve the local authorities, in any capacity whatever. There is therefore no possible danger to be apprehended “that the commander of the garrison,” as the *Beacon* fears, may ever be called on in an “emergency,” or otherwise, to “serve on juries,” and this for the very reason that the “United States are entitled to the time and services of their legal and constitutional agents,” whose highest obligations of duty pertain to the Federal Government, and they will themselves take care not to occupy a position to jeopard those obligations.

An officer at home, on long leave of absence, and owning and enjoying property there, if warned to serve on juries or patrols, is bound to exhibit wherein those social duties are incompatible with the mere fact of holding a commission which he admits is,

during an indefinite period, wholly inoperative? But the moment he re-enters upon the discharge of any legitimate functions of his office, they at once supersede every consideration connected with his social or local responsibilities. P.

FINE HARBOR.—We have read with much interest the report of Aug. S. Phelps, Esq., the Engineer of the Mexican Gulf Railroad Company. He was employed to survey the route of the contemplated road, and gives it as the result of his examination that a railway may be constructed from New Orleans to Cat Island, at a cost much less than was anticipated. From New Orleans, the route passes over a level cultivated tract of country, about 28 miles, to the Company's saw mill. From thence on a ridge of high land belonging to the United States, about 14 miles, the land heavily timbered, but too narrow for profitable cultivation. The balance of the route, about 23 miles, is through a firm marsh, also belonging to the United States, abounding in wild fowl, fish and oysters. The report derives much value from the account given of a commodious harbor, situated between Isle a-Pitre and Cat Island. It is decidedly the finest harbor in the United States on the Gulf, excepting Pensacola, for vessels drawing not more than 18 feet water. About one mile from Isle a-Pitre, in a northerly direction, and towards Cat Island, is a basin in the south Pass of great depth. The engineer, Mr. Phelps, sounded with an eight fathom or 42 foot line, without touching the bottom.

The basin is called the deep hole, appears to have a diameter of a quarter or half a mile, and is protected naturally from all winds—on the north and north-east by Cat Island, on the west by several shell keys, on the south by Isle a-Pitre, and on the east by a long sand pit, extending southwardly from the east end of Cat Island.

The least water found in going out to sea from this harbor is three fathoms, or eighteen feet, at low water tide, and plenty of sea-room. It is as safe, if not more so, than any other on the Mexican coast. A light-house on the Isle a-Pitre, two beacons or buoys, one on the extremity of Cat Island pit, and the other on the shell reef surrounding the end of Isle a-Pitre, together with the light-house lately constructed on Cat Island, would enable navigators to make the roadstead with ease and safety. The absence of any marks to designate the channel, as well as the distance from the track of ordinary navigators, has hitherto occasioned the harbor to be very little known, and seldom visited by seamen. When the Mexican railroad is, however, completed, it may be expected that the deep basin will become the depot of an extensive commerce.—*New Orleans Bulletin.*

THE GULF STREAM.—The current of the Gulf Stream on the Florida coast, differs exceedingly at different times. It is usually strongest between the Great Bahama Bank and the Florida shore. We have often navigated those seas, and never found the current to exceed the rate of three and a half knots—and on one occasion, being bound from Cuba to Charleston, we met with not the slightest current during the passage—although we kept in the mid-channel, or where the Gulf Stream *ought to have been*. The Mobile Register publishes an extract of a letter from Capt. Tale, in which he says: "The fifth day out made the land, twenty miles west of the Moro; at evening it became calm, current setting north, at the rate of four to four and a half knots per hour, until abreast of Cape Florida, when taking a breeze, run for the Shot Keys, which I passed three times in my passage of ten days to this port."

The truth is, all calculations in regard to the rate of the current in the Gulf Stream are unsafe. A good navigator in those seas, will trust only to a *good look-out*—especially in the night—otherwise he will often find himself in an awkward situation.—*Boston Mercantile Journal.*

From the Register and Observer, Feb. 29.

BOSTON PORT SOCIETY.

On Monday evening last, we attended the annual meeting of this most useful and interesting society, held at the Rev. Dr. Channing's church.

The meeting was not as crowded as upon some former occasions, but the audience was composed of those whose pockets can answer to the sympathy of their hearts, and who will not shrink from giving when called upon in aid of a deserving cause.

It was called to order by the Hon. Wm. Sturgis—who presided at the request of the Board of Managers. There was peculiar propriety in placing this gentleman in the chair. His feelings and connections are so connected with our marine interests, that his presence is itself a guaranty if not of the positive usefulness of the Society, at least, of its desire to perform duties of no ordinary cast.

The President addressed the meeting in a brief but pertinent speech, expressive of his deep interest in the continuance of the Society's labors, and of his deep conviction of its influence upon our seamen—derived from his own personal knowledge and experience.

The Secretary (Charles H. Parker, Esq.) was then called upon to read the annual report of the Managers, required by the by-laws, to be prepared by him. It was long, and was written, as we understand, for the members of the Society, and not for public recitation. The Secretary therefore omitted portions of it.

The Report was generally admitted to have been a most able and interesting document—written in a style of more boldness and interest as well as beauty than it is usual to find in the reports of similar societies.

We should be happy to extract the merited compliment paid to the late Theodore Lyman, who was a distinguished benefactor of the Society; but we hear it is designed to print the whole for general circulation. The Mercantile Journal of Tuesday was correct in calling the report a valuable document, and we look forward with pleasure to the promised opportunity of giving it a fireside reading at leisure.

Mr. Justice Rogers followed with a motion to accept the report of the Managers; and at the request of the Board made statements of a very interesting nature about the Society's finances—and read minutes of evidence, taken by him from the mouths of seamen, that were most conclusive upon the subject of the Society's actual influence upon individual sailors.

The audience *must* have heartily joined with the Judge in his eulogium upon our lamented fellow citizen, the late Wm. Sullivan, and felt the praise bestowed upon his disinterested zeal for the sailor's welfare to have been most just and well merited.

Rev. Mr. Waterston then took up the tale. Mr. W.'s style of speaking is peculiar—highly marked with system—deeply colored with the imaginative, and somewhat full of metaphor. It never fails to interest. With such a subject we surely do not say too much when we express our satisfaction with his zealous advocacy of the objects of this meritorious enterprise.

The Society then voted to accept and print the report of their Secretary. The meeting was then adjourned.

Many persons were in a measure disappointed—because they expected to hear addresses from other sources; but the audience were highly gratified with what they did hear. There was no wild enthusiasm prevailing; but the public undoubtedly understood the purpose of the meeting. The Society are not in absolute need of further aid; but the opportunity is now at hand (we trust) to create a fund for the maintenance of their benevolent purposes on an independent basis. This the Board of Managers (if we understand the report) meant to express, and leave it to the public to say whether any thing shall now be done to effectuate this design.

We were highly gratified to see the jolly sons of Neptune were not absent on the occasion. We might

have expected to see Capt. Sturgis's cutter boys—because Capt. S. is ever awake for the sailor's good; but we were surprised to see Rev. Mr. Taylor's brethren number strong. There could be no better test or pledge of the utility of this charitable institution than the good feeling that our seamen entertain towards it; and the deep love they feel and express towards their Pastor whom they have already long familiarly known by the endearing title of Father.

The public surely will not suffer any abatement of interest in the ministrations of this zealous and successful preacher to be visible in our community; nor if money be necessary will they permit it to be said that their treasure was wanting to carry forward this more than noble undertaking.

NAUTICUS.

A writer in the *Christian Register*, giving an account of the proceedings at the meeting of the Boston Port Society, at Rev. Dr. Channing's church last week, seems surprised that Capt. Josiah Sturgis of the revenue cutter *Hamilton*, who is well known to take a deep interest in the welfare of seamen, was not present with some of his crew, on this interesting occasion. Now many circumstances might have prevented the attendance of Capt. Sturgis with his men, and it would therefore be hardly fair to remark upon his absence, even if he had not attended the meeting of the society. *But Captain Sturgis was there*, and accompanied by seventeen as fine looking seamen as ever trod the deck of a ship. These men occupied the two front pews in the broad aisle—and from their serious and attentive deportment, evinced the deep interest they felt in the object of the meeting.—*Boston Mercantile Journal*.

Commodore DAVID DEACON was born at Burlington, New Jersey, in the year 1782. He entered the service of the United States in 1799, received his commission whilst Congress sat at Trenton, New Jersey, and joined the North Carolina. He was the last survivor of that gallant crew. He was with Lieutenant (now Commodore) Stewart, when he made his first prize, the *Deux Amis*; and although a midshipman, was sent home a prize master. In 1803, he served with Commodore Preble in the Mediterranean, and was with the gallant Trippe, at the battle of the 3d August before Tripoli. In the year 1812 was captured in the *Growler*, by Admiral James Yeo, after a gallant though hopeless defence, against a superior force. In this action he received an injury, from the effects of which he never recovered, and to which in part may be attributed his untimely death. Shortly after this affair he was promoted to a commander, and took command of the recruiting district of New England. From 1818 to 1822, he commanded the Navy Yard at Erie, Pa. He commanded the *Erie* in the Mediterranean in 1823, and the *Brandywine* in the Pacific in 1834. He died in Burlington, 22d February, 1840, being in the 58th year of his age. He was in the service of his country forty-one years.—*Burlington Gazette*.

LIEUT. WHITNEY.—The Court of Marine Officers which was convened at the Charlestown Navy Yard, ten days previously, for the trial of Lt. L. F. Whitney, concluded its sitting on Thursday last. The defence was read to the Court on Wednesday by Reuben M. Whitney, father of the respondent. Lt. Col. Samuel E. Watson, of the Portsmouth station, acted as President of the Court, and W. C. Aylwin, Esq., of Boston, as Judge Advocate. Counsel for the accused, George Barstow, Esq. The charge was, substantially, fraud. As the doings of the Court will be revised by the Navy Department at Washington, some days must necessarily elapse before the decision will be made public.—*Boston Post*, March, 7.

WASHINGTON CITY,
THURSDAY, MARCH 12, 1840.

PERIODICALS.

THE KNICKERBOCKER for February was received in due season. We are glad to perceive that this highly popular and valuable work is now issued punctually, an important consideration with all readers, and in default of which the most interesting soon lose their favor in public estimation. The visits of this periodical to our desk are by no means regular, months sometimes intervening without receiving a number. The March number is out, as we perceive from the notices of our cotemporaries, but we have not yet seen it. The work continues to elicit, as it deserves, commendation from the press.

THE ALBION.—The enterprising publisher of this paper has lately given his subscribers another treat, in the shape of a beautiful steel-plate engraving of Buckingham palace, one of the residences of the Queen of England. We speak from the report of others, however, the print not having yet reached this city. Last year a portrait of the Queen herself was furnished, but by some oversight we failed to receive a copy. The peculiar position of the youthful Queen, and her recent marriage, impart an interest to every thing connected with her.

Rumor alleges that the Albion and the Corsair are to form an alliance. A reduction of the number of newspapers would be a public benefit. There are more of them than are well supported, and there is so much copied from one into another, that a large portion of their contents are mere transcripts. We are frequently tired of seeing the same articles repeated, and coming back to us from a distance, day after day.

The Albion is worthy of the encouragement of all who desire to read some of the choicest articles of English current literature; and though loyal in its tone, for which it is none the worse, there is seldom, if ever, any thing in it offensive to American prejudices.

THE SPIRIT OF THE TIMES.—The last number of this racy journal (excuse the pun, it is not original) commenced the tenth volume, on which occasion it donned a new dress, although its old one was still good enough for another year's wear. The same number was accompanied by a very handsome engraving of the champion of the American turf, *Boston*, belonging to Mr. JAMES LONG, of this city. Two weeks previously the liberal editors furnished two other engravings—one of Shark, and the other of Hedgeford, celebrated American racers—all highly creditable to the state of the fine arts in this country. During the year the editors furnished to their subscribers six handsome engravings, worth, at a moderate valuation, one dollar each, or more than half the price of the paper. Such liberality deserves a generous support from the friends of the turf.

We are no sportsman, and therefore express no

opinion upon the professional character of the Spirit, but we doubt not it is *comme il faut*. To judge the editor by his writings, we should take him to be a dashing, off-hand, clever fellow, ready for a fight or a race, (we mean a cock-fight or a horse-race,) a fishing frolic or a hunting tramp, at a moment's warning—with no objection to a glass of champagne or whiskey punch occasionally. If we have any fault to find with the Spirit, it is for permitting its correspondents to indulge occasionally in profane language, which is disgusting enough in ordinary conversation, but worse on paper. "I pray you, avoid it altogether."

We have heretofore commended the Spirit to our readers, and now *re*-commend it to them—not, however, to the exclusion of the A. and N. C.—"Charity begins at home."

NAVY PENSIONS.—The pension business heretofore transacted in the Navy Department having been transferred by a recent act of Congress to the office of the Commissioner of Pensions, all communications relating to navy pensions should be addressed, "To the Commissioner of Pensions."

ANTE-REVOLUTIONARY REMINISCENCE

We give below the Proclamation of Gov. SHIRLEY, alluded to in our last number.

Copied from the "American Magazine and Historical Chronicle," published in Boston. Volume I, page 662. 1744-5.

BY HIS EXCELLENCY
WILLIAM SHIRLEY, ESQ.,

Captain-General and Governor-in-Chief in and over his Majesty's Province of the Massachusetts Bay, in New England.

A DECLARATION OF WAR

AGAINST THE CAPE SABLE'S AND ST. JOHN'S INDIANS.

Whereas, the Indians inhabiting His Majesty's Province of Nova Scotia, commonly called the Cape Sables Indians, who have submitted themselves to His Majesty's Government by solemn treaty with the Governor or Commander in Chief of His Majesty's said Province of Nova-Scotia, did, some time in the winter last past, in the Port of Jedoure, in a treacherous and cruel manner, murder divers of His Majesty's English subjects, belonging to a fishing Vessel owned and fitted out by His Majesty's subjects of this Province, and did seize the said Vessel, with the goods and effects belonging thereto: And whereas the said Cape Sables Indians, with the Indians of the St. John's tribe, who have likewise submitted themselves to His Majesty's Government, by solemn treaty with the Commander in Chief of this Province, have in a hostile manner joined with the French King's subjects, His Majesty's declared enemies, in assaulting His Majesty's Fort at Annapolis-Royal, and the Garrison posted there, divers of whom they have slain; and have likewise killed a Master of a Sloop belonging to this Province, while he was assisting that Garrison in providing Fuel for them; and the said Indians have also, for divers months past, in an hostile manner, block'd up the said Fort, and kept the Garrison upon continual alarms; By all which the said Indians have openly declared their rebellion against His Majesty, and their hostility against His Majesty's good subjects;

I do therefore, with the advice of His Majesty's Council, hereby declare the said Indians of the Cape

Sable's and St. John's tribes, with their confederates and assistants, to be rebels, traitors, and enemies to His Majesty's Crown and dignity; and order them to be henceforth proceeded against as such; hereby willing and requiring all His Majesty's subjects as they shall have opportunity, to exercise and execute all acts of hostility against them; and forbidding all His Majesty's subjects to hold any correspondence with the said Indians, or to give any aid, succour, or relief unto them, on penalty in that case made and provided.

And to the intent that none of our friend Indians, particularly the Indians of the Penobscot, Norridgewalk, and Pigwacket tribes, with the Passamaquoddy Indians, and all others of the Eastern tribes who inhabit to the westward of St. John's may be exposed, and none of the said rebel Indians may escape on pretence of their being of any of the said tribes last mentioned;

I do hereby strictly forbid the said Friend-Indians, or any of them, as they tender their own safety, to move into the Districts of the said St. John's and Cape-Sables, or Nova Scotia Indians; as also to hold correspondence with, harbor, conceal, or succor any of them, upon peril of their being treated as rebels and enemies; and do also require the said friend-Indians, agreeable to their solemn treaty with this Government, to join with us in this War with the Cape-Sable's and St. John's Indians, and to pursue them as enemies and rebels.

And I do hereby require and command all His Majesty's Military Commissioned-Officers to put this order and declaration in execution, by exercising all acts of hostility against the said Cape Sables and St. John's Indians, and prosecuting the said War with the utmost vigour.

Given at the Council Chamber in Boston, the Nineteenth day of October, 1744. In the Eighteenth year of the reign of our Sovereign Lord George the Second, by the Grace of God of Great Britain, France, and Ireland, King, Defender of the Faith, &c.

W. SHIRLEY.

BY HIS EXCELLENCY'S COMMAND, with the advice of the Council,

F. WILLARD, Secr.

GOD SAVE THE KING.

On the 26th of October last the General Court of this Province voted, that there shall be paid out of the public Treasury, to any Company, party, or person singly, of his Majesty's subjects belonging to or residing within this Province, who shall voluntarily, and at their own proper cost and charge, go out and kill a male Indian of the age of twelve years or upwards, of the tribe of St. Johns or Cape Sables, after the twenty-sixth day of October last past, and before the last day of June, Anno Domini one thousand seven hundred and forty-five, (or for such part of that term as the War shall continue,) in any place to the Eastward of a line to be fixed by the Governor and His Majesty's Council of this Province, somewhere to the Eastward of Penobscot, and produce his scalp in evidence of his death, the sum of one hundred pounds in bills of credit of this Province of the New Tenor, and the sum of one hundred and five pounds in said Bills for any male of the like age who shall be taken Captive, and delivered to the Order of the Captain-General to be at the disposal and for the use of the Government;* and the sum of fifty pounds in said Bills, for women; and the like sum for children under the age of twelve years killed in fight; and

*"For the use of the Government," in this case, undoubtedly had reference to the practice which is known to have existed, even in New England, before the Revolution, of selling captured Indians as slaves.

—Ed. A. & N. C.

fifty-five pounds for such of them as shall be taken prisoners, together with the plunder.

And upon the second day of November instant, His Excellency, with the advice and consent of the Council, issued a proclamation for giving public notice of the said encouragement; wherein they have also fixed the line (to the Eastward of which the said Indians may be slain or taken, or made prisoners) which line is to begin on the sea shore at three leagues distance eastwardly from the Easternmost part of the mouth of Passamaquoddy river, and thence to run North into the country through the Province of Nova Scotia to the river St. Lawrence.

Correspondence of the Army and Navy Chronicle.

U. S. SHIP ST. LOUIS,
Panama, Feb. 8, 1840.

This ship has been despatched from Callao to convey Lt. Wm. H. KENNON, this far on his passage to Washington, D. C. He is charged with despatches to the Government from our Consul and acting Chargé d'affaires, Mr. BARTLETT, and conveys the information, I understand, that the Peruvian Government will not receive our present Chargé d'affaires, Mr. PICKETT, and that the difficulty arises from the latter named gentleman being accredited to the late President SANTA CRUZ, now in exile.

Affairs are in a ripe state for a revolution, and GARRA, who now holds the reins, is not enough of the statesman, or diplomatist, to prevent or check it.

In publishing the following list of officers you will oblige
A SUBSCRIBER.

List of officers of the U. S. ship St. Louis.

Commander FRENCH FORREST, Esq. Lieutenants Henry A. Steele, George R. Gray, George M. McCreery, George M. White, Acting Master; Dominick Lynch, Passed Midshipman. Surgeon B. R. Tinslar. Purser Jno. A. Bates. Asst. Surgeon J. J. Brownlee. Professor of Mathematics Ethan Esterbrook. Midshipmen H. F. Porter, Lardner Gibbon, James Foster, Robert Milligan, James Higgins, Timothy Fiske, Thomas Pattison. Capts. Clerk, Bladen Forrest. Boatswain J. McKinley. Gunner Benj. Bunker. Carpenter Christopher Jordan. Sailmaker John Beggs. Purser's Steward J. Van Steinburg.

In the Constitution the change had been in her Lieutenants, who were as follows, when we left Callao: E. W. Carpender, John Graham, T. D. Shaw, Wm. Smith, Peter Turner, and B. S. B. Darlington, who is destined for the Shark.

Lt. Wm. G. Woolsey, late 1st lieut. of the St. Louis, was ordered to the Lexington on the morn of our departure from Peru. The Lexington and Falmouth return to the United States without delay. These vessels were absent on a short cruise when the St. Louis sailed. Lt. Pinkham died off Chiloe, previous to the arrival (some 6 or 8 days) of the Constitution at Valparaiso.

I also send the following correct list of officers of the Lexington.

Captain J. H. CLACK. Lieutenants Wm. G. Woolsey, Owen Burns, John P. Gillis, Wm. H. Brown acting. Surgeon H. S. Coulter. Purser Wm. P. Zantzing. Acting master W. H. Schenck. Passed Midshipman J. H. Sherburne. Midshipmen McCroghan and W. W. Polk, late of the St. Louis.

ARRIVALS AT WASHINGTON.

Mar. 5—Capt. J. Page, 4th Infy. Gadsby's
Lt. Col. J. S. McIntosh, 5th Infy. do
Lt. J. E. Johnston, Top. Engrs. Fuller's
5—Capt. P. H. Galt, 4th Arty. Mrs. Hill's

LETTERS ADVERTISED.

NORFOLK, March 1, 1840.

NAVY.—Commo. Crane; Lieuts. J. M. Berrien, T. A. Dornin, W. P. Griffin, A. B. Pinkham, W. S. Ogden, E. G. Tilton, Drs. H. N. Glentworth, W. A. Nelson, W. M. Wood; Purser S. Forrest, Purser of the Yorktown.

PASSENGERS.

NEW ORLEANS, Feb. 27, per steamer Caroline, from Mobile, Dr. T. L. Smith, of the navy.

MOBILE, Feb. 25, per steamboat Champion, from Pensacola, Major D. Randall and W. H. Chase of the army; Dr. T. L. Smith, and J. Brown, of the navy.

ST. AUGUSTINE, Feb. 22, per steamer Southerner, from Charleston, Col. C. Andrews, Paymaster U. S. army.

SAVANNAH, March 2, per steampacket Savannah, from Charleston, bound to Florida, Lieuts. A. Lowry and E. S. Osgood, of the army.

Proceedings of Congress,
IN RELATION TO THE ARMY, NAVY, &c.

IN SENATE.

WEDNESDAY, MAR. 4, 1840.

Mr. TALLMADGE presented a memorial remonstrating against the use of bloodhounds in the Florida war; which was laid on the table.

Mr. PIERCE, chairman of the Committee on Pensions, moved to take up the bill, as amended by the other House, to continue the office of Commissioner of Pensions.

After some debate, principally relating to the proposed reduction of salary, in which MESSRS. PIERCE, HUBBARD, CLAY, of Ala., GRUNDY, WRIGHT, WALL, PRENTISS, WHITE, PRESTON, and CRITTENDEN participated,

Mr. PIERCE said he reported the bill containing the clause which had been objected to by the Senator from South Carolina, (the transfer of the Navy Pension Fund to the office of the Commissioner,) but it had been done after consultation with the Commissioner of Pensions, the Secretary of the Navy, the Secretary of War, and the chairman of the Committee on Naval Affairs, and had received their full concurrence.

The question was then taken on concurring with the amendment of the House, and carried—yeas 30, nays 13.

FRIDAY, MARCH 6.

The CHAIR submitted a report of the Secretary of the Navy, made in compliance with a resolution of the Senate of January 29, 1840, transmitting a list of officers admitted to the roll of navy pensioners between the 30th of June, 1800, and the 1st of January, 1837, and specifying their rank, the degree and nature of disability, and the amount of monthly pension; which was laid on the table.

Mr. GRUNDY presented the memorial of Edmund P. Gaines, proposing a system of national defence, and recommending the same to the adoption of Congress; which was referred to the Committee on Military Affairs, and ordered to be printed.

Mr. CLAYTON presented the petition of Olivia W. Cannon, widow of Joseph S. Cannon, deceased, late an officer in the Navy of the United States, which was referred to the Committee on Pensions.

MONDAY, MARCH 9.

The CHAIR submitted a message from the President of the United States, transmitting a report from the Surgeon General in relation to sites for marine hospitals; which was laid on the table, and ordered to be printed.

TUESDAY, MARCH 10.

Mr. NORVELL submitted the following resolution:
Resolved, That the President of the United States be requested to communicate if in his judgment compatible with the public interest, any information he may possess or which may have been received by any Department of the Executive, touching any fortification or military

works which have been constructed within the last eighteen months, or which may be in progress of construction, or any naval or military armaments which have been prepared, or may be preparing, by the British authorities along or near the Northern or Northwestern frontier of the United States.

HOUSE OF REPRESENTATIVES.

THURSDAY, MARCH 5, 1840.

BILLS REPORTED.

Mr CAVE JOHNSON, from the Committee on Military Affairs, reported the following bill :

A BILL

For the relief and protection of the paymasters of the army.

Be it enacted, &c. That the paymasters of the army of the United States, who have been employed since the first day of January, eighteen hundred and thirty-six, or who may hereafter be employed, in making payments to militia or volunteers called into the service of the United States, shall be allowed and paid out of any money in the Treasury not otherwise appropriated, a commission of one per cent. on the sums so paid by them, respectively. *Provided*, That the said allowance to any paymaster, shall not exceed, in any one year, the sum of one thousand dollars.

Mr. CAVE JOHNSON, from the Committee on Military Affairs, reported the following bill :

A BILL

Making appropriations for certain fortifications.

Be it enacted, &c. That the following sums of money be, and the same are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, for the following purposes, to wit :

For rebuilding Fort Gibson and barracks, at such place as may be deemed most eligible in the neighborhood of the old fort, fifty thousand dollars ;

For purchasing a site and commencing work for a fort on the Detroit river, below Detroit, fifty thousand dollars ;

For purchasing a site and commencing work for a fort near the outlet of Lake Champlain, fifty thousand dollars ;

For building barracks, near Buffalo, in the State of New York, for the defence of the Niagara frontier, twenty thousand dollars ;

For repairs at Soller's Point flats, Patapsco river, twenty-five thousand dollars

The sites of the respective works abovenamed, to be selected under the direction of the Secretary of War.

Mr. CAVE JOHNSON, from the Committee on Military Affairs, reported the following bill :

A BILL

To provide for the better protection of the northern frontier.

Be it enacted, &c. That the President of the United States be, and he is hereby, authorized to cause to be surveyed and marked, by the topographical engineers, a military road from Fort Howard to a point on the Mississippi river opposite Fort Snelling, on a direct route towards Ford du Lac, of Lake Superior, as far as practicable ; and the sum of five thousand dollars shall be, and the same is hereby, appropriated to be applied toward the expenses of said survey.

Mr. GRINNELL, from the Committee on Naval Affairs, reported the following bill :

A BILL

Authorizing the construction of a dry dock for the naval service.

Be it enacted, &c. That the Secretary of the Navy, under the direction of the President of the United States, be, and he is hereby, authorized to purchase a site, should it be deemed advisable, and to cause a dry dock for the naval service to be constructed upon the most approved plan, in the harbor of New York ; and that towards defraying the expense thereof, the sum of one hundred thousand dollars be, and the same is hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated.

NORTHEASTERN BOUNDARY.

The following correspondence between the Secretary of State and the British Minister, in relation to the Boundary Question, was communicated to Congress on Tuesday last :

Mr. Forsyth to Mr. Fox.

DEPARTMENT OF STATE,

Washington, March 6, 1840.

By the direction of the President, the undersigned, Secretary of State of the United States, communicates to Mr. Fox, Envoy Extraordinary and Minister Plenipotentiary of Great Britain, the enclosed copy of a report made to the Governor of the State of Maine, by the agent, commissioned on the part of the authorities of that State, to ascertain the precise character and extent of the occupation of parts of the disputed territory by troops of her Britannic Majesty, and of the buildings and other public works constructed for their use and accommodation.

By that report, and the three depositions which the undersigned informally communicated to Mr. Fox a few days since, he will perceive that there must be some extraordinary misapprehension on his part of the facts in relation to the occupation by British troops of portions of the disputed territory. The statements contained in these documents, and that given by Mr. Fox in his note of the 20th of January last, exhibited a striking discrepancy as to the number of troops now in the territory, as compared with those who were in it when the arrangement between Governor Fairfield and Lieutenant Governor Harvey was agreed upon ; and also as to the present and former state of the buildings there. The extensive accommodations prepared and preparing at an old and at new stations, the works finished, and in the course of construction, on the land and on the water, are not in harmony with the assurance that the only object is the preservation of a few unimportant buildings and storehouses for the temporary protection of the number of troops her Majesty's ordinary service can require to pass on the road from New Brunswick to Canada.

The undersigned will abstain from any remarks upon these contradictory statements, until Mr. Fox shall have had an opportunity to obtain the means of fully explaining them. How essential it is that this should be promptly done, and that the steps necessary to a faithful observance, on the part of her Majesty's colonial authorities, of the existing agreements between the two Governments should be immediately taken, Mr. Fox cannot fail fully to understand.

The undersigned avails himself of the occasion to renew to Mr. Fox assurances of high consideration.

JOHN FORSYTH.

Mr. Fox to Mr. Forsyth.

WASHINGTON, March 7, 1840.

The undersigned, her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary, has the honor to acknowledge the receipt of the official note of yesterday's date, addressed to him by Mr. Forsyth, Secretary of State of the United States, to which is annexed the copy of a report from Mr. Benjamin Wiggin, an agent employed by the State of Maine to visit the British military post at Lake Temiscouta ; and in which reference is made to other papers upon the same subject, which were informally communicated to the undersigned by Mr. Forsyth a few days before ; and the attention of the undersigned is called by Mr. Forsyth to different points upon which the information contained in the said papers is considered to be materially at variance with that which was conveyed to the United States Government by the undersigned in his official note of the 26th of last January.

The undersigned had already been made acquainted, by the Lieutenant Governor of New Brunswick, with the circumstances of Mr. Wiggin's visit to the military post at Lake Temiscouta, where the officer

in command very properly furnished to Mr. Wiggin the requisite information upon all matters connected with the British station which he appeared desirous to inquire about.

The alleged points of variance, after deducting what is fanciful and conjectural in the reports now produced, and after comparing what is there stated in contradiction to other reports before produced from the same quarters, do not appear to the undersigned to be by any means so material as they seem to have been considered by the Government of the United States. The British military detachment stationed at Lake Temiscouta, which the agents employed by the State of Maine had, in the first instance, with singular exaggeration, represented as amounting to two regiments, is now discovered by the same parties to amount to 175 men, which, instead of two regiments, is something less than two companies. It is indeed true, should such a point be considered worth discussing, that the undersigned might have used a more technically correct expression in his note of the 26th of January, if he had stated the detachment in question to consist of from one to two companies, instead of stating it to consist of one company.

But a detachment of her Majesty's troops has been stationed at the Lake Temiscouta, from time to time, ever since the winter of 1837 and 1838, when the necessity arose from marching reinforcements by that route from New Brunswick to Canada; and it will be remembered that a temporary right of using that route for the same purpose, was expressly reserved to Great Britain in the provisional agreement entered into at the beginning of last year.

It is not therefore true that the stationing a military force at the Lake Temiscouta is a new measure on the part of her Majesty's authorities. Neither is it true that that measure has been adopted for other purposes than to maintain the security of the customary line of communication, and to protect the buildings, stores, and accommodations provided for the use of her Majesty's troops when on a march by that route; and it was with a view to correct misapprehensions which appeared to exist upon these points, and thus to do away with one needless occasion of dispute, that the undersigned conveyed to the United States Government the information contained in his note of the 26th of January.

With regard, again, to the construction of barracks and other buildings, and the preserving them in an efficient state of repair and defence, a similar degree of error and misapprehension appears still to prevail in the minds of the American authorities.

The erection of those buildings within the portion of the disputed territory now referred to for the shelter of her Majesty's troops while on their march, and for the safe lodgement of the stores, is no new act on the part of her Majesty's authorities. The buildings in question have been in the course of construction from a period antecedent to the provisional agreements of last year, and they are now maintained and occupied along the line of march, with a view to the same objects above specified, for which small detachments of troops also referred to, are in like manner there stationed.

The undersigned will not refrain from here remarking upon one point of comparison exhibited in the present controversy. It is admitted by the United States authorities that the armed bands stationed by the government of Maine in the neighborhood of the Aroostook river, have fortified those stations with artillery; and it is now objected as matter of complaint against the British authorities, with reference to the buildings at Lake Temiscouta, not that those buildings are furnished with artillery, but only that they are defended by palisades capable of resisting artillery. It would be difficult to adduce stronger evidence of the acts on the one side being those of aggression, and on the other of defence.

The fact, shortly, is, that this is the essential point

of the argument, that her Majesty's authorities have not as yet altered their state of preparation, or strengthened their military means within the disputed territory, with a view to settle the question of the boundary, although the attitude assumed by the State of Maine, with reference to that question, would be a clear justification of such measures; and it is much to be apprehended that the adoption of such measures will sooner or later become indispensable, if the people of Maine be not compelled to desist from the extensive system of armed aggression which they are continuing to carry on in other parts of the same disputed territory.

The undersigned avails himself of this occasion to renew to the Secretary of State of the United States the assurance of his distinguished consideration.

H. S. FOX.

Law of the United States.

AN ACT to continue the office of Commissioner of Pensions, and to transfer the pension business, heretofore transacted in the Navy Department, to that office.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the office of Commissioner of Pensions shall be, and the same is hereby, continued until the fourth day of March, eighteen hundred and forty-three.

SEC. 2. *And be it further enacted,* That a Commissioner of Pensions shall be appointed by the President of the United States, by and with the consent of the Senate; and that he shall execute, under the direction of the Secretary of War and the Secretary of the Navy, such duties in relation to the various pension laws as may be prescribed by the President.

SEC. 3. *And be it further enacted,* That the said Commissioner shall receive an annual salary of two thousand five hundred dollars, and shall have the privilege of sending and receiving letters and packets by mail free of postage.

SEC. 4. *And be it further enacted,* That the pension business heretofore transacted in the Navy Department, shall be transferred to the office of the Commissioner of Pensions, and that the clerk now employed in that business, be also transferred to that office.

Approved, March 4, 1840.

Domestic Intelligence.

From the Savannah Georgian, March 3.
FLORIDA WAR.

We have advices to the 20th ult. from the camp near the Gulf of Mexico, and south-east of the Suwannee. Gen. Taylor, on the 30th of January last, wrote to Adj. Gen. Jones, at Washington, that "an examination of the Wacassassa country by four companies of the 2d infantry, will immediately be commenced." Their operations are detailed by a correspondent, whose letter enables us to state that the campaign ordered by Gen. Taylor in the Order No. 8, which appears in our columns, commenced on the 3d ult. and has been steadily persevered in—the troops encountering every species of hardship without a murmur. The scouts are generally absent five days, officers as well as men carrying their provisions upon their backs.

South of the camp, and between the mouths of the Suwannee and Wacassassa, the country is very low and marshy. The troops in many instances have marched four miles almost knee deep in the mud. They have frequently encamped, through necessity, in the salt marsh which borders the Gulf of Mexico, and been obliged to use salt water.

The duty assigned to the battalion cannot be completed before the end of March. The dogs from St. Marks did not reach the camp until within a few days previous to our advices, and as yet no oppor-

tunity has been afforded of testing them upon fresh trails.

Previous to their arrival the troops flushed three different camps, taking from the enemy, who escaped into the swamps, large quantities of plunder, to wit: deer and other skins, bear skins, bed clothes, garden seeds, adzes, axes, hatchets, &c. &c., the latter articles having, it is believed, been carried off by them, while on some marauding expedition in Middle Florida.

On the 8th ult. company B, under the command of Capt. Smith, company C, under Capt. Casey, company K, under Lieut. Alburtis, and company E, under Lieut. Westcott, started from camp Kingsbury, 16 miles from Fort Fanning, on the Suwannee river, on a scout of five days down to the Gulf, officers and men carrying their provisions on their backs, the companies taking different directions. The same morning Lieut. J. McKinstry started with an escort of ten volunteers to make a reconnoissance of the hammocks east of the camp. Dr. Maxwell and Capt. Kingsbury accompanied Lieut. McK. They penetrated but a short distance into the hammocks, when they flushed a large party of Indians, and captured their packs, &c. the game not proving true game. Towards evening Capt. K. directed the volunteers to return to the camp they flushed in the morning, and conceal themselves, hoping that the Indians would return for their packs. While endeavoring to execute the order, the Indians made their appearance on the edge of the hammocks, yelling and inviting the volunteers to a fight, who being weak in numbers, declined and retreated to camp. They estimated the Indians to be thirty in number.

The same day Lieut. Westcott came unexpectedly upon a camp of Indians near the gulf. They fired upon him, but on his returning the fire immediately retreated, leaving behind them all their plunder, which was very considerable. The same day Captain Smith also flushed a party, and captured their packs.

Our correspondent believes that if the troops had had the dogs on these occasions, they would have captured the Indians.

The following officers are attached to this command: Major Loomis; Captains Kingsbury, Smith, and Casey; Lieut. Allen, Top. Eng., Lieuts. Alburtis, McKinstry, Westcott, and Martin; and Surgeon Maxwell.

(COMMUNICATED.)

The northern papers are teeming with paragraphs relative to the employment of Cuba dogs in the further prosecution of the war against the hostiles in this Territory. Many editors, over-anxious for the honor of the army, advise that the officers now serving here should be withdrawn previous to the introduction of the dogs. However pleasant the adoption of such a course might prove to the officers, I am sure that they would beg to be allowed to discharge their duty without the coarse animadversion of every man who is disposed to manufacture political capital out of a proceeding far less objectionable in a humane point of view than these would-be guardians of the national honor would have the world think. The army has done every thing that men could do to rid Florida of the banditti that now infest her hammocks and everglades. They have sought the enemy *every where*, and with unwearied perseverance have endeavored to bring on the fight and terminate the war. The country has been minutely scoured and penetrated in all directions. The enemy have invariably fled when our troops have shown themselves, and by the adoption of the course they have pursued since their defeat at Okeechobee, have been enabled to escape the punishment their dastardly deeds deserve. What has been done by the army has not been accomplished without immense labor and suffering. Every one is aware that the service here, amid the

everglades and hammocks of a country already strewn with the bleaching bones of men who have sacrificed their all "pro bono publico," is by no means a desirable one. Deprived of even the ordinary comforts of life, the poor soldier ekes out a miserable existence in obedience to the mandates of his country—without the most distant hope of striking a blow towards the termination of the war. The deadly fever engendered by the malaria of a low swampy country, stalks abroad, and that too when the high court of murder is in session, and no one to leave the bloody revel to aid a dying soldier. He sinks to his grave unhonored and unsung—the scene of the distant massacre is soon deserted, and the shrieks of its victims cease to echo through the forests. The solitary wolf is left to hold his red carnival over the unburied dead; and the silence of the desert is not broken, save by the scream of the vulture, as it lights to join the terrible banquet. Who can object to the employment of dogs to trail an unseen enemy? *Facts* have so often been laid before the country to support its necessity, that, to those who know the situation of affairs, it seems ridiculous to support such a measure. These famous "bloodhounds"—these war-dogs of a southern clime—I beg to assure the gentlemen, are by no means the "Hellions" they would have us believe; they are far from resembling the worthy adjuncts of Charon, who assist his highness in guarding the portals of that kingdom towards which the "dog opponents" would hasten us poor "scantadeluvians." Gentle reader, peruse the following description of the poor Havana curs, that have been the unwilling cause of so much obloquy upon the army, and say if they are the formidable creatures you have been taught to believe. In their build, and general make of body, they resemble the greyhound, being deep in the chest, rather gaunt, high in the couple, with well-turned quarters, and beautiful limbs and fine sinews—showing by their general contour, much agility. The neck is not as slender as that of the greyhound—the head is like a cross of the mastiff and cur—tail slim and handsome—hair close and short. The ear is small, and sets up, with the tips falling down. Their action is fine, and altogether their appearance rather proud and fierce. A perusal of the annexed order will show that they are to *trail in the leash*, and are not to be let loose to mutilate and devour the "little papooses." Our soldiers are sent here to entrap "and feed upon goodies," (alias pork and beans.) [Vide Benton's speech upon the Armed Occupation bill.]

The following are the names of Messieurs the curs, and I can assure you that they have up to this time evinced by their good conduct and gentlemanly propriety, their sense of the high honor we have done them in taking them from a hitherto *dark pursuit*, to one fair—brighter at least in color and appearance.

M.

General, Macanduco, Chocolate, Mulatto, Palomo, Caboya, Negrito, Befuco, Puta, Paloma.

HEAD-QUARTERS, ARMY OF THE SOUTH, } Fort Fanning, January 30, 1840.

ORDER No. 8.—I. Companies B, C, E, and K, of the 2d infantry, under the command of the senior officer thereof, Captain Kingsbury, until the arrival of Major Loomis, who is assigned to the duty, will immediately commence a minute and systematic search of the country, in pursuit of the enemy, lying between the Suwannee river and the pine barren, east and southeast of the Wacasassa river, and extending from the gulf to a line running from Clay landing parallel to the northern lines bounding the squares. This district of country will be divided into two equal parts, by a road to be opened by the troops, running from the Suwannee river, from which base line the troops will operate on either side, by heads of companies in parallel lines, a mile apart, each throwing out a few active men as flankers, so as to cover the

country as far as possible; where streams and hammocks intervene, base lines in their directions will be made, from which the companies will thus operate.

II. The baggage train and supplies will proceed on the road designated as the base of operations, to be guarded by a detachment of Florida mounted volunteers, under Captain Fitzgerald, ordered hither for the purpose, a part of whose men will be kept in advance of the pioneer party opening the road, consisting of a few men from each company, for the purpose of reconnoitering and selecting the best ground for the road. The northern line indicated in part I, will be conspicuously blazed by a party of volunteers under Lieut. Allen.

III. Each officer in command of a company will be furnished with a pocket compass for his guide, and will keep a daily journal and note all trails and camps made by the enemy, and the face of the country passed over, together with the extent of the hammocks, swamps, &c. &c. If such trails are fallen in with, the company officer of the troops will immediately be informed thereof, who will make every exertion to overtake the enemy, and in the event of so doing no warriors will be taken prisoners. All scouts are to be made on foot, and if the officer, from sufficient cause, is not able on foot to lead his company, it will be given in charge of a competent non-commissioned officer.

IV. The commanding officer will take charge of the Cuba dogs, daily expected to arrive from St. Marks with their keepers, two in number, and make use of these dogs in trailing in the leash, any of the enemy he may find, but in no case will they be permitted to worry or seize the women or children, the object being to track the enemy to their hiding places. He will carefully note the manner in which these dogs take and follow the trail, &c., it being important to ascertain whether they can be usefully employed in the further prosecution of the war.

A sufficient number of interpreters, to communicate with the keepers, will be detailed by Lieutenant Col. Sanchez from the regiment under his command.

V. The commanding officer, after the operations are complete, will, in making up his report, designate such suitable positions as stations for troops, as may be necessary for keeping the enemy from the Suwannee river, and this section of country.

VI. Lieut. Britton, 7th infantry, A. A. Quartermaster at this post, will furnish the necessary transportation for the troops, and will take steps to keep up the supplies.

BY ORDER OF BRIG. GEN. TAYLOR:

L. THOMAS, *Asst. Adj. Gen.*

NAVAL.—We understand that Capt. M. C. Perry has been appointed to the command of the steam frigate building at the navy yard, Brooklyn, and has in charge the superintendence of her equipment, &c.

The experimental gun practice commenced last season by Capt. Perry, will be continued during the present year. The steamer Fulton, under the command of Capt. John T. Newton, will still be engaged on that service, together with several commanders and lieutenants in addition to those of last year, the whole to be under the direction of Captain Perry.

Thus it appears that Mr. Paulding is disposed to afford opportunity to the officers of the navy, to make themselves fully acquainted with this interesting branch of their profession.—*New York Gazette.*

Orders have been received at the Charlestown navy yard, to fit for sea, as soon as practicable, the frigate Constellation, the sloop Concord, and the Preble. They are destined to the East India station, to relieve the squadron now there.—*Boston Post.*

The sloop of war Preble is at Portsmouth navy yard. The Concord sloop of war, in obedience to orders from the Navy Department, received at the

Charlestown navy yard a year ago, has been ready for sea, at a day's warning, since last April—the Government having in the meantime fitted out several sloops of war, and forgotten that such a sloop as the Concord has belonged to the navy. We are rejoiced, however, to see this movement—as the troubles in Canton render it important that some American ships of war should be sent in that direction without delay.—*Boston Mercantile Journal.*

MONTEVIDEO, Dec. 23.—I have to inform you of the arrival yesterday of Admiral Dupotet, in a sixty-four gun ship, with six bomb vessels, from Rio Janeiro, destined for Buenos Ayres. I have learned from undoubted authority that no alteration whatever has been made in the original ultimatum by the French government; consequently, the blockade is likely to remain for months to come, as heretofore.

Correspondence of the Charleston Mercury.

FROM THE BRANDYWINE.—The following letter from a friend on board the U. S. frigate Brandywine has been a long time coming to us, having tacked from Toulon to Paris, from Paris to Havre, and touched at New York, and at last come to the good old home-stand. We give it a mooring in our columns with pleasure, as it gives a gratifying account of the state of the ship and crew. We wish our correspondent a pleasant and brilliant cruise, and a speedy and princely promotion.

U. S. FRIGATE BRANDYWINE,
Toulon, (FRANCE,) Dec. 24, 1839.

MY DEAR SIR: We arrived at Mahon on the 29th of Nov. after a passage of thirty-eight days from Norfolk. You cannot judge the sailing of our ship from this passage, as we seldom or ever pass one of our vessels without we are in chase; we crossed at a moderate rate, and under easy canvass. Nothing of any consequence occurred during our run across except falling in with two old wrecks. On our arrival at Mahon we met the U. S. ship of the line Ohio, Commodore Hull, who had anchored but a few hours previous from Gibraltar, all well on board. After filling our water tanks, we sailed on the 9th of Dec. for this place for supplies for the squadron, that is money and a few articles that we have not in our stores at Mahon. Anchored here on the 11th, passed the usual salutes.

Found the French busy shipping troops to Algiers; they are embarking daily, and will send twenty-five thousand men, as the Bedouins have driven them in from their outer posts, and are hemming them in the city; daily skirmishes are taking place; one of little more than a skirmish took place a few days since, the Bedouins were defeated, leaving from 800 to 1000 men on the field. They are in force from 40 to 50,000 men. When all the troops will have arrived at Algiers from this place, the French army will be from 35 to 45,000 strong—steamers are leaving this daily with troops, stores, and munitions of war. It was said here a few days since, that Gen. Valle was recalled in disgrace; but such is not the fact, he is still in command of the forces at that place. Our ship is the lion here—we are crowded from morn to night with visitors, and amongst our visitors I make the following *distingués*, viz: Marquis and Marchioness of Londonderry, and the Hon. Mr. Bentick, who are taking a cruise in the Mediterranean in a very neat little yacht. The Prince de Joinville arrived here the night before last; he was saluted by all the French vessels of war, and at 1 P. M. we hoisted the French national flag at the main, and gave his Highness a salute of 21 guns, which was duly returned by one of his Highness's ships. I say *his*, for he will be the Lord High Admiral of the French Navy in less than five years. He is now a full captain; nine years ago he was a midshipman—(see the difference, twenty-six years ago I was a midshipman, and now but a lieutenant.)

We will leave this in a day or two for Mahon where we will winter it.

Our crew have been remarkably healthy; the greatest number on the sick report is twenty-two, the least seven, and these trifling cases; no deaths, and but one or two little accidents, and those of no note.

Give the members of the Senate and the Secretary of the Navy a *shot* through the columns of your paper about our slow promotion.

The U. S. brig Washington, Lieut. Frazer, sailed from New York on Wednesday morning, March 4, on a cruise in search of the European packets long due.

FIRE AT THE WATERLIET ARSENAL!—On Thursday night about half past nine o'clock, the blacksmith shop of the Watervliet Arsenal was discovered to be on fire. The soldiers and citizens were immediately on the spot, but the fire had made such progress before discovery, owing to its being up under the roof, that it could not be checked before the destruction of the roof.

By great exertions on the part of the firemen, the carriage and finishing shops, adjoining on the east were saved *entirely uninjured*, which is the more remarkable as the wind was from the west, and was blowing very heavily at the commencement of the fire. The fire is supposed to have originated from a spark blown into the dust under the roof by the high wind on that day, causing a smouldering fire, till blown into a flame by the stormy puffs of wind from 8 o'clock till it was discovered.—*Albany Daily Adver. Mar. 7.*

FIRE AT THE ARSENAL, WEST TROY.—On Thursday evening last, a fire broke out in a blacksmith's shop in the arsenal, West Troy, and before it was subdued, destroyed the roof. Lieut. Commandant G. H. Talcott, in a card in the Troy Daily Whig, renders thanks to the firemen of West Troy and the city of Troy, for their timely assistance, by which, he says, the principal range of shops were saved.

PACIFIC SQUADRON.—*Extract of a letter, dated*

U. S. SHIP CONSTITUTION,
Callao Bay, January 8, 1840.

SIR: I have the honor to transmit to you the "quarterly returns" of the sick of this ship, and also those of the St. Louis, furnished me by Surgeon Tinslar.

But two deaths have occurred on board the Constitution since her departure from Norfolk, the 10th of April, 1839, and but one death in the St. Louis, making altogether but three in the squadron for the last nine months.

I am happy to inform you that the health of the officers and crews of the ships of the Pacific squadron has not only been good, but continues excellent. With the judicious regulations and wise and humane sanitary measures, I have no doubt the remainder of the cruise will illustrate the salubrity of this climate by continuing and perpetuating the present healthful and cheerful condition of all hands.

Very respectfully, &c.

THOMAS DILLARD,
Surgeon of the Fleet.

To the Hon. JAMES K. PAULDING,
Secretary of the Navy.

VERY LATE FROM THE PACIFIC.—Lieut. WM. H. KENNON, late of the U. S. frigate Constitution, Com. CLAXTON, arrived here on Monday, having left the city of Lima 55 days, crossing the Isthmus in 17 hours from ocean to ocean, 24 from Chagres, via Kingston, (Jamaica,) and 12 days from Kingston.

Lieut. Kennon took passage from Kingston, (Jam.,) in the Northumberland bound to Baltimore, and was taken off by a Hampton pilot-boat. He is bearer of despatches for the U. S. Government from Peru.

Lieut. K. left at Lima the U. S. frigate Constitution, Capt. Turner, bearing the broad pendant of Commodore Claxton. Officers and crew all well.

The ship St. Louis, Commander Forrest, was at Panama, bound to the Gulf of California.

The Falmouth, Commander McKeever, was at Valparaiso, to sail for the United States 15th Feb.

The Lexington, Capt. Clack, was at Payta, to sail for the U. S. some time in March. Officers and crews of the ships well.—*Norfolk Beacon, March 10.*

From the Woodstock (N. B.) Times, Feb. 22.

Captains Battersby and Hawkshaw, of the Engineer Department, arrived here on Thursday evening, from head-quarters, for the purpose of selecting sites for the erection of barracks and other such works as may be deemed necessary for the protection of this place. These works, we understand, will be on an extensive scale, sufficient to accommodate a large force. The present aspect of affairs renders such a measure of absolute necessity. A large portion of this province has been forcibly taken possession of by a foreign nation. Threats have been held out of an extended invasion this winter. Great Britain had therefore no alternative but either to give up her rights—sacrifice the interests of her subjects—destroy the communication between the upper and lower provinces—truckle to our braggart neighbors, or take the proud and lofty stand that present movements indicate she is about assuming.

An officer, said to be Col. Wellesley, (son of the Duke of Wellington,) passed through here yesterday, on his way from Canada to Fredericton. He is said to be the bearer of despatches, of what purport we have not heard. This gentleman stated at the hotel that the mail carrier had been fired at on the Temisquatta Portage, and that the ball had passed through the back part of the neck. He succeeded, however, in carrying the mail in safety to his station. We have not heard whether the wound is considered to be dangerous. Various conjectures are afloat as to the motives that could influence such a wanton outrage.—*ib.*

THE FORCE IN THE DISPUTED TERRITORY.—The Augusta Age states, on the authority of a report lately made to the Governor of Maine, by Benjamin Wiggin, who visited that territory for the purpose of obtaining information, under instructions from the Governor, that a house has been fitted up for barracks, on the south side of the river St. John, twenty-two miles below the mouth of Fish river, and nearly opposite to the Madawaska river. This house is sixty feet long, thirty wide, and two stories high. It is built of hewn timber, and is fitted with bunks sufficient to accommodate one hundred men. Along the Madawaska river a tow-path has been constructed on each side of the river, a distance of twenty-six miles. At the head of this tow-path, about two and a half miles below the foot of Temiscouta Lake, barracks were erected last season, eighty feet long and thirty wide, with two small out-buildings. Here is stationed a guard, consisting of a corporal and five privates of the 11th regiment. On the western shore of Temiscouta Lake, fifteen miles from the lower end of the lake, eight buildings are erected, consisting of barracks for soldiers, quarters for officers, hospital, magazine, store-house, and commissary's house, the whole surrounded on three sides, by ditches, breast-works and stockades, the works on the south side being unfinished. The present force there consists of one hundred and seventy-five men, exclusive of officers and servants. The officers are Major Chambri, commanding, one captain, two lieutenants and one ensign. The British have also built on the lake, the last season, a number of flat-bottomed boats, suited for the transportation of ordnance, and a number of keel boats capable of carrying fifty men. A road has been laid out between this post and that below the foot of the lake, a distance of sixteen miles, and put under contract, and about ten miles are finished.

Naval Intelligence.**OFFICERS OF NAVY YARDS, STATIONS, &c.****PHILADELPHIA, MARCH 1, 1840.****NAVY YARD.**

Commodore Charles Stewart, commandant.
 Commander John Gwinn.
 Lieuts. W. W. McKean, T. J. Leib.
 Surgeon W. P. C. Barton.
 Assistant Surgeon V. L. Godon.
 Purser F. B. Stockton.
 Masters Wm. Miller, Michael Clear, acting.
 Naval Constructor John Lenthall.
 Naval Storekeeper Robert Kennedy.
 Master Blacksmith William Myers.
 " Joiner Abraham Powell.
 " Plumber Benjamin King.
 Inspector and measurer of timber Wm. Vinard.
 Clerk of the Yard William H. Crabbe.
 " Commandant Henry S. Crabbe.
 " Storekeeper Bernard Fitzsimmons.
 " Constructor John Cottringer.
 Porter Francis White.
 Boatswain William Brown.
 Gunner John Myrick.
 Carpenter Francis Sagee.

RECEIVING VESSEL, EXPERIMENT.

Lieut. Irvine Shubrick, commanding.
 Lieut. Henry K. Hoff.
 Master Robert S. Tatem.
 Passed Midshipman Charles Hunter.

ORDINARY.

Lieutenants J. P. Oellers, J. L. Lardner.
 Master James Tewksbury.

RENDEZVOUS.

Commander E. A. F. Vallette.
 Lieuts. R. Ritchie, J. M. Watson.
 Surgeon W. S. W. Ruschenberger.
 Passed Midshipmen J. M. Frailey, H. S. Stellwagen.
 Navy Agent Michael W. Ash.

NAVAL ASYLUM.

Commodore James Biddle, Governor.
 Surgeon G. R. B. Horner.
 Assistant Surgeon David Harlan.
 Chaplain James Wiltbank.
 Master James Ferguson.

U. S. VESSELS OF WAR REPORTED.

WEST INDIA SQUADRON.—The U. S. sloop of war Erie arrived at this port on Thursday evening last, from a cruise down the Gulf, and is last from Vera Cruz. We learn that Gen. Santa Anna is about leaving the country and has already obtained his passports for that purpose. The affairs of the country are quiet.

The following is a list of the officers attached to the Erie.

Wm. V. Taylor, Esq., *Commander*; *Lieutenants*, Arthur Lewis, John A. Russ, Joseph F. Green; *Acting Lieut.* G. H. Scott; *Acting Master*, John Mooney; *Surgeon*, Thomas L. Smith; *Ass't Surgeon*, J. W. Taylor; *Purser*, John C. Holland; *Passed Midshipman*, Wm. B. Beverly; *Midshipmen*, C. E. Fleming, John H. Brown, Israel C. Wait, C. S. Throckmorton, Wm. H. Montgomery, John Mathews, Jr., N. C. Bryant, J. C. Richardson; *Prof. Math.* James Nooney, Jr., *Captain's clerk*, J. C. Clark; *Boatswain*, Thomas Tyler; *Carpenter*, D. C. Mellus; *Gunner*, Wm. Craig; *Sailmaker*, B. B. Birchsted; *Ship's Steward*, Peter Walters. Officers and crew all well.—*Pensacola Gazette*, Feb. 22.

Frigate Macedonian and ship Levant, at St. Johns, Porto Rico Feb. 22.

List of officers attached to the U.S. frigate Macedonian.

Wm. BRANFORD SHUBRICK, *Com'g in-chief*; *Captain*, Beverly Kennon; *Lieutenants*, Edward B. Boutwell, Frederick A. Neville, John C. Carter, Charles Steedman. *Flag Lieut.* Arthur Sinclair; *Surgeon*, Isaac Hulse; *Purser*, Edward T. Dunn; *Lieut. Marines*, Robert C. Caldwell; *Act'g. Master*, J. N. Maffitt; *Asst. Surgeons*, Samuel R. Addison, Joshua Huntington; *Com-*

modore's Secretary, Thomas Miller; *Commodore's Clerk* Wm. Cooper; *Professor*, James McDuffie; *Pass'd Midshipman*, James A. Doyle; *Midshipmen*, John Rutledge, John D. Tod, George H. Preble, Joel S. Kennard, Isaac G. Strain, Isaac Briceland, Henry Ashton, Johnston B. Creighton, Henry K. Davenport, John L. Nelson, Samuel Marcy, John P. Bankhead, John C. Febiger, Gustavus L. Lemoine, Julian Myers, Henry Stevens. *Boatswain*, John Shannon; *Gunner*, John D. Benthall; *Carpenter*, Daniel Caswell; *Sailmaker*, William Ryan.

BRAZIL SQUADRON.—Ship Marion, Comm'r. Belt, at Rio Janeiro, Jan. 19, all well.

PACIFIC SQUADRON.—Frigate Constitution, Capt. Turner, bearing the broad pendant of Com. Claxton, at Lima about the middle of January. Officers and crew all well.

Ship St. Louis, Commander Forrest, at Panama, Feb. 8, bound to the Gulf of California.

Ship Falmouth, Captain McKeever, at Valparaiso, to sail for the United States 15th February.

Ship Lexington, Capt. Clack, at Payta, to sail for the United States some time in March. Officers and crews of the ships well.

DEATHS.**REVOLUTIONARY SOLDIERS AND PATRIOTS.**

At Newport, Herkimer county, N. Y. on the 19th Feb. **URIAH HAWKINS**, aged 82 years. At the commencement of the revolution, he took part in favor of the injured and oppressed Colonies, and took up arms in their defence. He continued in the continental army for six years, during which time he participated in the battle at White Plains, Trenton, Princeton, Monmouth and Rhode Island. His surviving contemporaries, as well as himself, had the joyful and glorious satisfaction of seeing their efforts crowned with the freedom and independence of these United States.

In this place, on Saturday last, Captain **DAVID HAND**, aged 81. Captain Hand, when a mere boy, was found arrayed on the side of his country, defending her rights and her liberty; nor did he quit, until his country was free and Independent. Five times he was a prisoner, once a tenant of the *Jersey Prison Ship*, and once of the *Sugar House*. Imprisoning his body but added to the independence of his mind—ever a Patriot—ever an American.—*Sag Harbor, N. Y. Corrector, Mar. 4.*

CIRCULAR.**TO THE MEDICAL OFFICERS OF THE ARMY AND NAVY OF THE UNITED STATES.**

BALTIMORE, March 1, 1840.

DEAR SIR—The Editorial Committee take pleasure in announcing to you the fact that the Maryland Medical and Surgical Journal has been accepted by the Surgeon General of the Army and Secretary of the Navy, as the official medical organ of the Army and Navy of the United States. They feel a strong hope that it is only necessary to announce this fact to you in order to secure your patronage and co-operation in sustaining us in our enterprise. We respectfully solicit your aid as a subscriber and collaborator, feeling confident, from the known esprit de corps of the Medical Staff of the army and navy, that we shall meet with a prompt and favorable response. If you conclude to aid us in opening this, another channel for the improvement of our profession, will you do us the favor to communicate to us your determination as soon as possible, in order that we may be prepared to issue a sufficient supply of our second number, which is now in press; and also to what point you will have us send the Journal.

Respectfully yours,

GEO. C. M. ROBERTS,
 NATHANIEL POTTER,
 JAMES H. MILLER,
 ROBERT A. DURKEE,
 JOHN R. W. DUNBAR,
 SAMUEL GEORGE BAKER,

Editorial Committee.

March 5—3t

ARMY, NAVY, AND MARINE UNIFORMS.

JOHN SMITH, (late of West Point,) would respectfully inform the officers of the army and navy, that he is now enabled to furnish to the different corps their uniform complete, all made of the best materials, and forwarded with despatch.

To prevent errors, the Legislature of New York has authorized him to change his name to **JOHN S. FRASER**; therefore all letters hereafter will be addressed to

March 5—4t

JOHN S. FRASER,
 168 Pearl street, New York.